

## **Attachment 1**

### **Draft Meeting Notes Bicycle and Pedestrian Task Force**

**MEETING DATE:** September 17, 2014

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

#### **ATTENDANCE:**

#### **TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Chair  
Pamela Sielski, Cook County Forest Preserve District  
Jessica Ortega, DuPage Co. Forest Preserve (for Andrea Hoyt)  
Bruce Christensen, LDOT  
Kevin Staniel, RTA  
Patrick Knapp, KKCOM  
Richard Bascomb, Village of Schaumburg  
Aren Kriks, IDOT  
Keith Privett, CDOT  
Brian Hacker, Metra  
Allan Mellis, Citizen  
Greg Piland, FHWA (on phone)  
Karen Shinnars, Pace (on phone)  
Gin Kilgore, Bike Winter and LIB (on phone)

#### **ABSENT:**

Ed Barsotti, League of Illinois Bicyclists  
Ron Burke, Active Transportation Alliance  
Randy Neufeld, SRAM Corp  
Gin Kilgore, Break the Gridlock / LIB  
Robert Vance, CTA  
Dan Thomas, DuPage County  
Jack Cebe (for Craig Williams, Alta Planning+Design)  
Gary Newmark, CNT  
Barbara Moore, Citizen  
Dave Longo, IDNR

#### **STAFF:**

John O'Neal, CMAP  
Jessica Gershman, CMAP  
Doug Ferguson, CMAP  
Martin Menninger, CMAP

#### **OTHERS:**

Barbara Zubek, Southwest Council of Mayors  
Patty Mangano, RTA  
David Landeweer, URS  
Luis D. Benitez, CDOT  
Genaro Alvarez, CDOT  
Kristen Maddox, Alta Planning + Design  
Tom Vander Woude, SSMMA  
Marty Mueller, Knight E/A  
Todd Vanadilok, Teska Assoc./ILAPA

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

## **3.0 Local and Regional Planning**

### **3.1 GO TO 2040 Update**

Jessica Gershman, CMAP staff, gave the Task Force a status report on the agency's update of GO TO 2040, the regional comprehensive plan. Ms. Gershman indicated that the update was required under MAP-21. She stated that the process of updating the plan had begun in the summer of 2013 and that, over the course of the year, staff – in collaboration with CMAP's working committees – had developed a draft plan. She stated that CMAP had received over 6000 comments during the public comment period (June 13 – August 1, 2014). The topics which generated the most comments were bus and arterial rapid transit, Crossrail Chicago (support), and the Illiana Expressway (opposition). Relevant document summarizing the public outreach and other aspects of the update can be found at <http://www.cmap.illinois.gov/about/2040/update>. Ms. Gershman stated that staff anticipates adoption of the final plan update at the October meetings of the Board and MPO Policy Committee.

Mr. Mellis stated that though he appreciated CMAP's efforts to provide the public with an opportunity for commenting on the plan update, he wondered – given the overwhelming number of comments against the Illiana – what the effect of the comments amounted to or what influence they had. Mr. Rickert thanked Mr. Mellis for his thought, but responded that the CMAP staff, the Board and the MPO policy committee had followed proscribed procedures and that Ms. Gershman, as a staff member, could not answer for the efficacy of those procedures. In response to a question about whether the Illiana will “displace” other projects in the plan's constrained major capital projects list, Mr. Rickert stated that this is not clear at this point in time, that he understood that the cost of the Illiana would be included in the costs of ‘maintaining the system’ and that the answer to this question was still to-be-determined.

### **3.2 Cal-Sag Trail**

David Landeweer, an engineer with URS, gave a presentation on the Cal-Sag Trail, which he has worked on as design engineer for over 10 years. Mr. Landeweer gave the Task Force an overview of the planning, programming, design, and construction (to date) of the trail, outlined anticipated future work, and described segments of the 26-mile trail that remain un-engineered and/or unfunded.

Mr. Landeweer stated that the vision for the trail began decades ago, with residents and Village staff in Palo Heights. He stated that the large majority of the trail will be off-street multi-use trail with a few short on-street segments. He stated that only 6 easements were required over the length of the trail. The trail will provide significant connections, at both ends and along its route, to the larger regional system. Mr. Landeweer emphasized that the Cal Sag Trail, given its length and location, has involved the collaboration and partnership of many different agencies and organizations, from both the public and private sectors.

In 2007, advocates for the trail were successful in obtaining ITEP funding for the trail design and engineering. However, only half of the funds applied for were awarded. As a result, the trail was divided into two ‘halves.’ The two main segments, the west and east segments, have in turn been sub-divided, respectively, into three and five shorter sub-segments. Design approval for the west segment was given in Jan. 2012, and all three sub-segments were let in 2014. Design approval for the east segment is in 2014, with the five sub-segments anticipated to be let in 2015, 2016, and 2017. He ended with the following next steps:

- Complete construction from IL 83 to Cicero
- Complete Chatham Street Bridge Inspection
- Receive Design Approval for East End
- Begin Phase 2 Plan Preparation for East End Construction Segments early 2015

Mr. Mellis congratulated Mr. Landeweer and all others involved in pushing for and realizing this trail on their efforts. He said that he believes the trail will become a classic, often-quoted “case study” for interagency partnership, determination, and creative design and implementation. Ms. Kilgore asked if there were to be signs along the trail indicating which (major) roads trail users were passing under or over. Mr. Landeweer said, yes, this would be the case.

### **3.3 The 606 - Bloomingdale Trail**

Luis Benitez, Assistant Chief Engineer/Chief Bridge Engineer with CDOT, presented on the 606 (Bloomingdale) Trail. This trail has been under construction since September 2013 and is expected to continue through 2015. Mr. Benitez gave an overview of the trail’s history and development – the vision, planning, design, and engineering – and what lies ahead in terms of construction, anticipated completion date, and subsequent use of the new park space.

The trail will run 2.7 miles through various densely populated neighborhoods on Chicago’s near northwest side along a raised abandoned rail line (dating from 1914). The project includes 37 bridges, including one completely new one (at Milwaukee and Leavitt). The project will also include: new trail lighting, new underpass lighting, roadway resurfacing on Bloomingdale Avenue, ADA / sidewalk improvements, drainage improvements, and many other site amenities

– bike racks, benches, water fountains, etc. Access to and from the trail will be provided approximately every ½ mile (or 7-10 blocks) via ramps located within adjacent parks or running parallel to Bloomingdale Avenue.

Mr. Benitez stressed that the project is a complex, adaptive reuse of industrial infrastructure to public amenity and that its overall goals were related to transportation, economic development, and quality of life. The design seeks to balance park and trail, passive and active open space, and ecological and transportation needs and aspirations. It will create a year-round landscape that will be both a “signature” park and function for the community.

Mr. Benitez concluded his presentation with recent photographs of the construction of the foundations and other elements of the trail, highlighting the magnitude and complexity of the project.

Ms. Kilgore asked if the Kimball Avenue park/access point was still being planned. Mr. Benitez said he thought that CPD had handed off this project to the Trust for Public Land. Mr. Mellis commended the project team on their efforts in public outreach and design. He then expressed concerns that people driving to use the trail would not find sufficient parking. He also stated that wayfinding, both from neighborhoods to the trail and vice-versa, was very important.

### **3.4 Chicago Pedestrian Plan**

Suzanne Carlson, Pedestrian Program Coordinator at CDOT, presented on the [Chicago Pedestrian Plan](#) and City of Chicago’s efforts to plan for pedestrians. She covered the background, development, and contents of the plan, actions taken to implement the plan over the last two years, and what lies ahead.

Ms. Carlson began with a description of the process, including public outreach and hearings, to develop the plan, which was adopted in September 2012. She then highlighted the plan’s vision, goals, and content, including tools for safer streets, and the objectives and action items under the themes of safety, connectivity, livability, and health. She also described CDOT’s and the City’s efforts to monitor progress and implementation in reaching the goals defined by the plan. She gave an overview of the City’s educational campaigns, enforcement activities, and social marketing.

Ms. Carlson then described the Prioritization Tool, which maps datasets related to safety, connectivity, livability, health, and equity in order to locate high priority areas for interventions to improve the pedestrian environment. She concluded with the efforts to integrate pedestrian safety through Complete Streets and the Walk to Transit project.

Ms. Kilgore stated that she hoped and thought that IDOT was improving their designs and cross-sections in light of pedestrian safety and accommodation. She stated that crossings of roads like Fullerton and Chicago Avenue are improved, from a pedestrians’ point of view, when travel lanes are narrowed to 10’ (or 11’ if it is a bus lane/route).

## **4.0 Pedestrian and Bicycle Project Programming**

### **4.1 Update on TAP and CMAQ Programs**

Jesse Elam, CMAP staff, gave the Task Force an update on the TAP and CMAQ programs, stating that staff anticipates having a call for projects for both the Transportation Alternatives (TAP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) programs in January 2015. He also described the overall processes for the program and the project scoring criteria that has been developed (See handout [here.](#))

## **5.0 Project Updates**

Pam Sielski distributed a handout with updates/status reports on four FPDCC trail projects – North Branch Lake-Cook Road Extension, Thorn Creek Trail, Cal-Sag Trail, and North Branch Trail Southern Extension.

Keith Privett gave the Task Force a brief update on the Weber Spur Trail, and suggested that he give a presentation on it at a future meeting.

## **6.0 Public Comment, Announcements, and Other Business**

None.

## **7.0 Upcoming Meeting Dates**

Next meeting date: Wednesday, December 17, 2014 at 1:00 p.m.

Staff proposed the following meeting dates for 2015, which were accepted:

- Wednesday, March 18, 2015 at 1:00 p.m.
- Wednesday, June 17, 2015 at 1:00 p.m.
- Wednesday, September 16, 2015 at 1:00 p.m.
- Wednesday, December 16, 2015 at 1:00 p.m.

**7.0 Adjournment:** 2:45 PM